

## DUM-DUMS OPPOSED

The Hague Discusses Most Humanitarian Usages.

## LIMIT USE OF WAR BALLOONS

Delegates Also Decide Projectiles Must Not Be Dropped on Un-defended Towns—Capture and Destruction of Prize Ships Also Under Consideration—America's Position.

The Hague, Aug. 7.—Before the commission dealing with humanitarian usages in warfare, Lord Rely to-day gave Great Britain's adhesion to the declaration of the conference in 1864 against the use of dum-dum bullets. Great Britain at the first conference formally announced that she would not sign such a decision.

The main purpose of the commission's meeting was to seek to frame regulations for balloons and other aerial adjuncts of warfare. Russia, Belgium, and Italy had proposed that balloons eventually formulated by Count Tornielli as follows: "Any balloons used for destructive purposes in warfare should be dirigible, and be manned by regular military crews."

"The vote on the proposal stood 8 to 6 in favor of it. Eleven delegates abstained from voting. France headed the objectors, maintaining that the best course would be to simply apply the rules already existing on bombardment and the use of mines. Germany shared considerably in this view."

**Saves Unattended Cities.**  
A second proposal forbidding the dropping of projectiles on undefended towns and villages, or the discharge of deleterious gases thereon, but permitting the dropping of projectiles over regularly be-fortified garrisons, was carried by a vote of 20 to 2. Nine delegates were absent, which means that they had received no instructions from their governments.

The committee dealing with the capture or destruction of prizes, and the private maritime property of an enemy's citizens, failed entirely to make any progress. M. Renault, of France, introduced a declaration that it was desirable to abolish the practice of destroying prizes, and that the principle of indemnity should be established. Germany, Turkey, and Russia supported the first proposal, but reversed their votes on the second.

England, through Sir Ernest Satow, declared that the question of indemnity was now under consideration by a British royal commission, and that in regard to the destruction of prizes Great Britain would maintain the right to take advantage of actual practice.

**Cheats Oppose Proposal.**  
Mr. Cheate, of the American delegation, was also against the French proposal. He explained that the American law had abolished prize money. The vote on the proposal to abolish the destruction of prizes stood 16 in favor to 4 against it. There were fourteen abstentions. Twelve delegates were absent. The vote on the proposal to establish the principle of indemnity was 7 in favor and 13 against. Fourteen abstentions from voting. Twelve delegates were absent. The proposal to establish the principle of indemnity was 7 in favor and 13 against. Fourteen abstentions from voting. Twelve delegates were absent.

The reasons given by Sir Ernest Satow for retaining the right to destroy prizes was stress of weather, inadequacy of crews, the slow progress of prizes, their defective condition, or the approach of an enemy.

**"TRUST BUSTERS" TO MEET.**  
Attorney Generals of Several States Will Hold Conference.

Austin, Tex., Aug. 7.—J. P. Lightfoot, assistant attorney general, who is in charge of all anti-trust prosecutions in this State, will attend the conference of attorney generals of different States, which is to be held at St. Louis next Monday, to arrange for a general convention of the chief law officers of the several States, to be held this fall.

Dr. Lightfoot, at the general meeting, will make suggestions of remedial legislation, which will make it impossible for corporations, after forfeiture of charter, to reorganize and secure a permit to continue in business in the State. In speaking of his proposed remedy, Mr. Lightfoot said:

"The State grants its franchises to the organizers of a corporation to subserve a public good, and when the stockholders of a corporation permit the corporation to enter into a trust, each stockholder is guilty of commercial immorality, and should not be permitted to hold any franchise from the State thereafter."

"Whenever any citizen permits the corporation in which he holds stock to violate the laws of the land, that individual should be deprived of the right to hold any public franchise whatever, as he cannot be trusted to honestly employ the powers granted to him by the government. This will prevent individuals who conspire to violate the laws from reorganizing a corporation and continuing an unlawful business where it has once been convicted of violating the anti-trust laws."

Lightfoot said that he hoped for great results from the united efforts on the part of the attorney generals acting together simultaneously against all monopolies.

**WILLIAMS IS SANGUINE.**  
Jackson Filled with Democrats to Attend State Committee Meeting.

Jackson, Miss., Aug. 7.—Senator-elect John Sharp Williams arrived from his home in Yazoo City to-day, and was met at the station by a crowd of enthusiastic friends, and escorted to his hotel, where he has held a levee all day. Mr. Williams declares he has no fears of the result of the meeting of the State committee to-morrow, that he is ready and willing, but sees no sense in any recant of the votes, as his majority of 1,500 cannot possibly be overcome.

Hundreds of Williams and Vardaman men are already here, and the hotels have received numerous orders to have rooms to-morrow.

Meantime fraud, stuffed ballot boxes, and erroneous counts are being charged by both sides, and Gov. Vardaman's manager still have an eye on the prize.

**WILL COLONIZE RUSSIANS.**  
Committee Plans to Purchase 100,000 Acres of Land in Mexico.

City of Mexico, Mexico, Aug. 7.—A committee consisting of Philip H. Shubin, Abraham C. Desiatoff, and Elin A. Ushin, all of Los Angeles, Cal., representing 15,000 Russians, who have joined a movement to establish a colony in Mexico, are now in this country negotiating for the purchase of 100,000 acres near Tampico upon which the colony will be placed.

Two thousand of the colonists will come from California and the remainder will be brought direct from Russia.

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CONNECTICUT ON TRIAL TRIP

Government-built Battle Ship Begins Tests Off Maine Coast.

Rear Admiral Evans and His Staff Aboard—Vessel Will Go to New York at Once.

Rockland, Me., Aug. 7.—The first-class battle ship Connecticut to-day began the trials which will determine whether the first battle ship of the first class built by the government instead of by contractors, is the equal or superior of her sister ship, the Louisiana, the product of the Newport News Shipbuilding Company.

The Louisiana, which was tried on the Shetland course, December 15, 1905, attained a speed of 18.94 knots an hour on her best mile, while the average of her five best runs was 18.61. It was ascertained that it was necessary for her to make 119 revolutions of her screws a minute to maintain her required speed of 18 knots. The maximum of revolutions was 125.

The Connecticut, on an hour's run at full speed, during the trip from Hampton Roads, developed 125 revolutions per minute. As the propellers had not been standardized, however, this did not indicate her speed.

Rear Admiral Evans, who with his staff is aboard to watch the trials, is anxious to reach New York as soon as possible, announcement was made that, contrary to the usual custom, the battle ship will, if weather conditions permit, start immediately after the trial on her four hours' endurance run, to sea, and continue direct to New York. The Connecticut is in command of Capt. Hugo Osterhaus, formerly president of the trial board.

**JAPANESE TO BE DEPORTED.**  
Fifty-three Sent from Eagle Pass, Tex., at Government's Expense.

Eagle Pass, Tex., Aug. 7.—Another lot of fifty-three Japanese were shipped out of here yesterday under guard, they having been ordered deported to Japan. They cost Uncle Sam \$5,000 in railway fare alone.

Ten or fifteen guards and expenses must be added; also expenses of \$1 per day per head for the Japanese during the time they are kept in detention here.

They are still here in the detention camp, and their number is increasing regularly.

Fifteen other Japanese were admitted to the country yesterday on presentation of their railway passage to Vancouver, British Columbia. The immigration laws and the ruling of the department is to the effect that nothing can be done with the Japanese so admitted if they get off the train anywhere in this country.

**PARAGRAPHS BY WIRE.**

London, Aug. 7.—Emperor William has conferred the Order of the Red Eagle on Henry J. Dueren, of New York.

Colorado Springs, Colo., Aug. 7.—The Golden Circle Mill, the largest granite plant in the world, was destroyed by fire to-day. Loss, \$50,000.

Mountain Lake Park, Aug. 7.—Charles Morgan McGee, of Hot Springs, Va., and Miss Nellie Jean Wiley, of Clarksville, W. Va., were married here yesterday.

Albert Lea, Minn., Aug. 7.—One person was killed and many injured in a tornado which swept across Winnebago County, Iowa, and Southwestern Minnesota, to-day.

Trenton, N. J., Aug. 7.—Arrangements were completed to-day for the presentation of a new service to the city of Trenton to the battle ship New Jersey, next Wednesday.

Paris, Aug. 7.—Maitre Mornard, one of the lawyers who defended Dreyfus during his second trial in 1895, has been decorated with the Cross of the Legion of Honor.

Milwaukee, Wis., Aug. 7.—Former Alameda Joseph Kuschberg was killed, and three others probably fatally injured to-day, when an automobile was dived at Brookfield Center.

Portland, Ore., Aug. 7.—Secretary of Agriculture Wilson's condition is so much improved that he was able to-day to receive a few friends. On account of his low vitality, however, his physicians have ordered him to keep quiet.

Kansas City, Aug. 7.—Mayor Dudley E. Cornell, of Kansas City, Kan., has resigned because the expenses of the city are greater than the revenues. The revenues have been greatly reduced by the suppression of the liquor traffic and gambling.

Cincinnati, Aug. 7.—The Bollman-Will-Ford Company plant, at Front and Lawrence streets, was damaged to the extent of \$30,000 to-day by fire of unknown origin. The bulk of the loss is on patterns. Only about \$50,000 insurance was carried.

Macomb, Ga., Aug. 7.—In response to a petition from saloonkeepers, the city council extended the closing hour from 11 to 12 o'clock in order to give them better opportunity to dispose of their stocks by the 1st of January, when the prohibition law goes into effect.

New York, Aug. 7.—William Catchings, lieutenant Will street broker, died in Bellevue Hospital to-day, as the result of injuries sustained in the wreck of an automobile, in which he and Swift Tarbell were driving yesterday. Tarbell is said to be out of danger.

Los Angeles, Cal., Aug. 7.—All operators in the local office of the Western Union Telegraph Company were shut out this afternoon. It is understood that the refusal of local officials to reinstate an operator who had been discharged was the cause.

**Veterans Will Go to Gettysburg.**  
The Union Veteran Legion encampments of this city are making preparations to attend the next annual national encampment of the order to be held at Gettysburg, Pa., September 9, delegates to which are now being selected.

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## PEARY TELLS PLANS

Busy Getting the Roosevelt Ready for Long Voyage.

HOPES TO REACH THE POLE

Man Who Has Been Nearer to Covert Discovery than Any Other Thinks He May Get There and Back in Fourteen Months—Won't Promise to Cease Trying if He Fails.

New York, Aug. 7.—Commander Robert E. Peary was at the Grand Union Hotel to-day, officially, and he actually was in the hotel for the few spare moments when he wasn't out of it, supervising the fitting up of his stanch polar ship Roosevelt in preparation for making another attempt to reach the North Pole.

When the commander returned home last night on his trip it will be remembered that he was able to report getting nearer the pole than any man ever did before. This time he hopes to reach it.

"When do you expect to leave?" Commander Peary was asked this morning as he stopped for a moment in his hurried visits from one person to another with whom he had business.

"Heaven only knows," was the reply. "I am having two large new boilers put in the Roosevelt, and a square sail, so that she will be able to make good time before the wind. Just as soon as that is finished I shall be ready to start."

"Then you have raised sufficient funds to undertake your trip?"

"Not worried about funds,"

"The question of finances is not worrying me nearly so much as the question of when my boilers will be ready. I may have to remain here a week. But when the boilers have been installed and the sail is in place, then I shall 'up anchor' and set sail for Sydney, Cape Breton, as quick as may be. There I shall take on coal and depart into the far North."

"Will you strengthen the Roosevelt so that she will be better fitted to combat the pack ice?"

"She couldn't be strengthened in that respect. She is the strongest boat for ice fighting ever built."

"How long do you expect to remain away?"

"If I find conditions as favorable as they were last year I do not contemplate remaining absent more than fourteen months. But to provide for every contingency I shall take with me provisions to last three years. I shall make no change in equipment. My dogs will be the same."

**May Not Be Last Trip.**

"Will this be your last attempt to reach the pole?"

"It is looking too far into the future to ask an answer to that."

Commander Peary said that Mrs. Peary was not going with him on the present trip. She will stay for the present at their home on the Maine coast.

Capt. Robert Bartlett will command the Roosevelt; John Murphy, the old boat-swain, will sail, and Engineer Warwell will be in the engine room; Ross G. Marvin, of Bucksport, Me., is to be the commander's assistant.

At present the head of the expedition has only twelve or fourteen dogs for Arctic work, but these will be increased in number until he has a pack large enough to cope with the conditions he will meet in the far North.

Commander Peary arrived here yesterday from Portland, Me. He kept himself aloof from visitors as every minute of his time has been employed in arranging for the Roosevelt's trip.

**SOLDIERS OCCUPY BELFAST**

Troops Called Out as Result of Constabulary's Strike.

Has Magical Effect on Resumption of Business and Merchants Again Move Goods.

Belfast, Aug. 7.—The troops took possession of the streets of the city this morning. The first indication of this change in the situation was the posting of pickets in Custom House square.

Detachments of the Middlesex, Sussex, and Essex regiments were then marched to other positions. Thousands of people are watching the progress of the military occupation.

The placing of the streets in charge of the troops had a magical effect on business. More goods were moved to-day than during any week since the strike began. Some mills which had closed because of the difficulty in carting their goods reopened to-day.

The strike of Belfast longshoremen, which has had such serious consequences and promises to cause widespread complications in Ireland, began June 27, when a demand for higher wages was refused by the employers. Both sides carried matters with a pretty high hand from the start.

In spite of the advice of the lieutenant of Belfast, the Earl of Shaftesbury, the employers refused to meet a delegation of the strikers or give any consideration whatever to their complaint, and the strikers were soon busy looting wagons and drays on their way to and from the docks, burning such of the goods as they did not want and throwing the vehicles into the water.

Early in July matters were made worse by a sympathetic strike of the coal carters, who also had grievances of their own. This caused the closing of mills and factories, and seriously affected the general business of the city. But toward the middle of July the strikers were showing indications of weariness, 1,000 men had gone back to work, and the end of the trouble seemed to be in sight.

When the consabulary, who had been overworked in the performance of their strike duties, struck, to the number of 250, for more pay. This was July 27.

The strike of the constables gave new heart to the dock strikers and correspondingly embarrassed the authorities. The police maitnners were led by a constable named Barrett who in sending a petition to the lord lieutenant, gave the authorities until last Saturday to make up their minds.

The lord lieutenant promptly replied, refusing to entertain any representations from mutineers and, although the police returned to duty meanwhile and did no overt act on the expiration of the ultimatum, Constable Barrett was dismissed, other leaders were suspended, pending charges, and the rest of the malcontented were transferred to the country districts and scattered.

Not satisfied with these measures and alarmed, perhaps, by signs of general disaffection in the consabulary, the government poured troops into Belfast and to-day put the city under military guard, a garrison of 7,000 men holding the public squares and patrolling the streets.

## OLDEST HARVARD MAN DEAD.

Israel Munson Spelman, of Class of 1880, Passes Away.

Boston, Aug. 7.—Israel Munson Spelman, the last surviving member of the Harvard class of 1880, and the oldest alumnus of the university, died from the effects of age yesterday at his summer home at Marblehead. He was born December 20, 1816, and as a lad attended the public schools and studied civil engineering.

Following his graduation at Harvard, where he made a high record in his studies, he decided to locate in Cambridge, where he had since resided. By profession he was a civil engineer, and spent three years railroad engineering in the west.

For many years Mr. Spelman had been closely identified with railroad and financial interests, and for a long time he was active in the management of the Boston and Maine Railroad, first as a member of the board of directors, and later as president of the system, which office he filled during the civil war period, insuring the necessary changes demanded by the needs of the times.

He was at one time devoted to the study of railroad finances, and connected with nearly all the railroad companies in Ohio and farther west, holding many advisory positions of trust and responsibility.

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